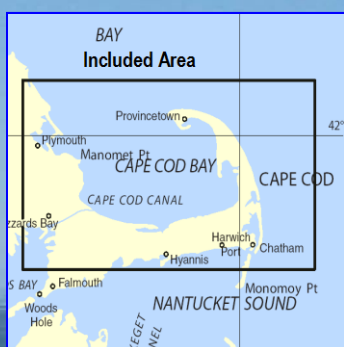


# BookletChart™

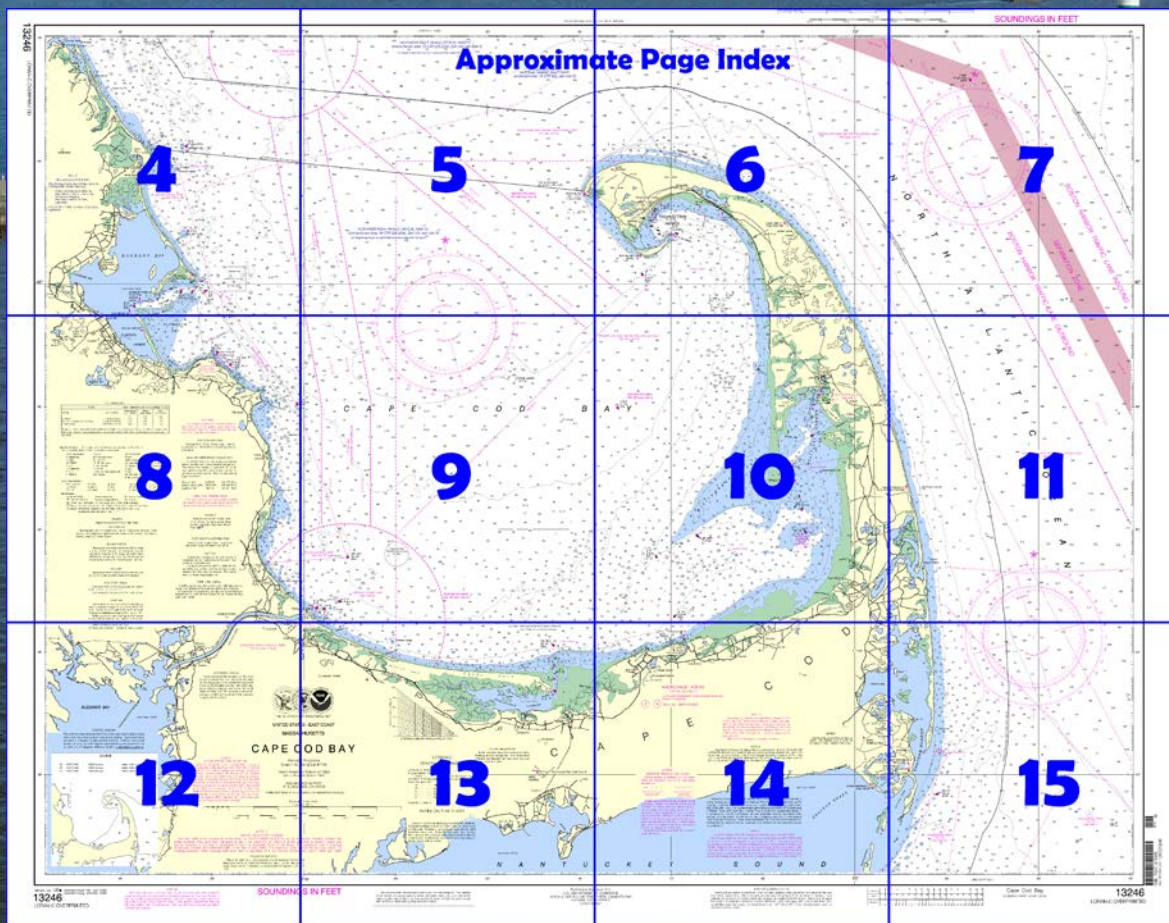
## Cape Cod Bay NOAA Chart 13246



*A reduced-scale NOAA nautical chart for small boaters*  
*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

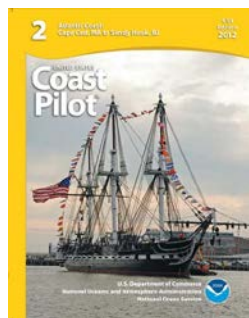
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13246>



### (Selected Excerpts from Coast Pilot)

**Cape Cod Bay** is contained between the peninsula of Cape Cod, on the east and south, and the mainland of Massachusetts on the west. Between these limits the bay is about 20 miles in diameter with depths ranging from 10 to 32 fathoms, except close to the shore and in its southeasterly part. Race Point, the northwesterly extremity of Cape Cod, is the eastern point; and Gurnet Point, on the north side of the entrance to

Plymouth Bay, is the western point of the entrance to Cape Cod Bay. Within the limits of Cape Cod Bay are several harbors, including those of Plymouth on the western shore, Sandwich and Barnstable on the southern shore, and Wellfleet and Provincetown on the eastern shore. It is also the approach to Cape Cod Canal, which connects Cape Cod Bay with Buzzards Bay.

The shallow harbors of Cape Cod Bay, such as Plymouth, Barnstable, and Wellfleet, usually are closed to navigation by ice a part of each winter. This ice, together with the ice that forms in the shallower parts of Cape Cod Bay in severe winters, is driven by the winds out into the bay. There it masses into heavy fields or windrows, sometimes as much as 10 feet or more thick, making navigation in parts of the bay unsafe or impractical.

Deep-draft vessels entering Cape Cod Bay from the northward should pass eastward of the lighted whistle buoy which is about 7 miles northeastward of Brant Rock and well east of the extremity of the broken bottom extending over 4 miles offshore in this direction. Between Rocky Point and Manomet Point, there are several outlying rocks which will be avoided by giving the shore a berth of 1 mile. The shore is backed by high wooded hills, the most conspicuous of which is Manomet Hill, 390 feet high. **Manomet Point** is a bluff about 2.4 miles southeast of Rocky Point. Also prominent is the large rectangular reactor housing of the Pilgrim Nuclear Power Station, about 0.4 mile southeastward of Rocky Point. This basin is hazardous to approach in heavy weather since seas break over the breakwaters.

**8334.60 Cape Cod Bay south of Wellfleet Harbor, Mass.; naval aircraft bombing target area.** (a) *The danger zone.* A circular area with a radius of 1,000 yards having its center on the aircraft bombing target hulk James Longstreet in Cape Cod Bay at 41°49'46"N., 70°02'54"W.

**Barnstable Harbor, Dangers.**—The south side of the harbor is very foul with covered rocks and ledges, most of which are unmarked; extreme caution should be exercised if heading for the yacht club without local knowledge. Several rocks near the channel leading to the yacht club are marked by private seasonal buoys; these aids should not be taken as marking the entrance to Maraspin Creek.

**Wellfleet Harbor, Dangers.**—Extensive shoals are in the entrance. Billingsgate Shoal extends 5.5 miles westward of **Billingsgate Island**, on the western side of the entrance to the harbor. The island is covered at high water. A lighted bell buoy marks the southwest end of the shoal. Numerous sunken wrecks are south and west of the shoal; mariners are advised to exercise caution.

The approach channel into Wellfleet outer harbor leads between the shoals and is narrow in places, but it is marked by unlighted and seasonal lighted buoys and is easily followed in daytime in clear weather. The breakwater that protects the inner harbor is reported to cover at extreme high tides. Bush stakes mark the clam and oyster flats in the inner harbor.

**Provincetown Harbor, Dangers.**—**Shank Painter Bar**, which extends to a maximum distance of 0.6 mile offshore between Race Point and Wood End Lights, rises abruptly from deep water. **Wood End Bar** is the continuation of the shoal that makes sharply into Wood End. A lighted bell buoy is about 0.6 mile southwestward of Wood End Light. A 2,500-foot stone breakwater is about 300 yards southeastward of the end of the town pier at Provincetown. The breakwater extends northeastward from a point in 42°02'45"N., 70°10'55"W., approximately parallel to the shoreline. The east and west ends of the breakwater are each marked by a light. Strangers should exercise caution when operating in the area.

**Caution.**—Shipping should keep a sharp lookout when navigating in the vicinity of Race Point, especially during periods of darkness and low visibility, because of the numerous fishing craft which operate in the area. There are large fish weirs in the harbor.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston

Commander  
1st CG District  
Boston, MA

(617) 223-8555

# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

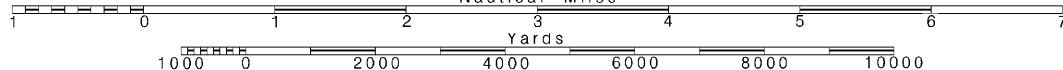
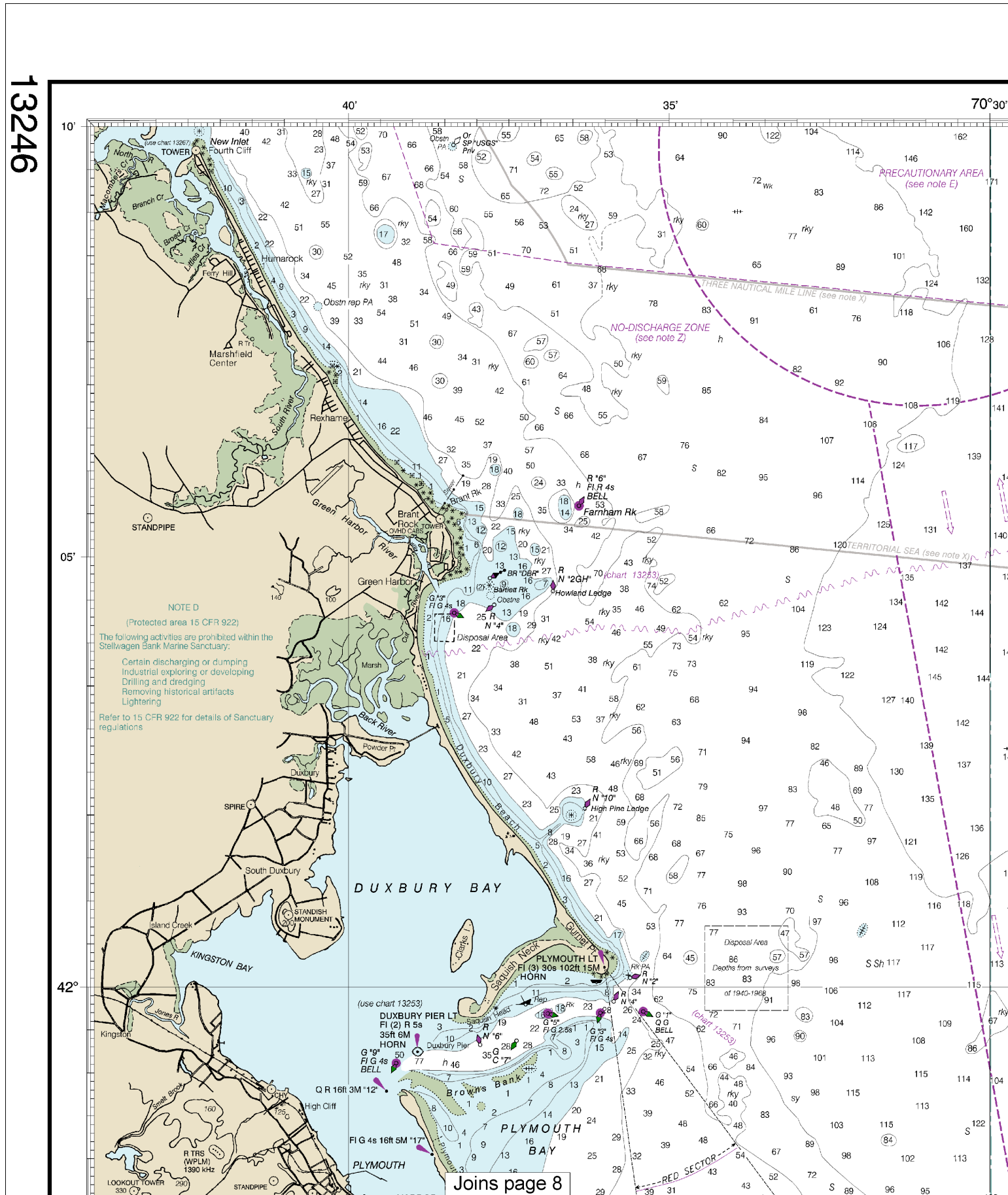
## Lateral System As Seen Entering From Seaward

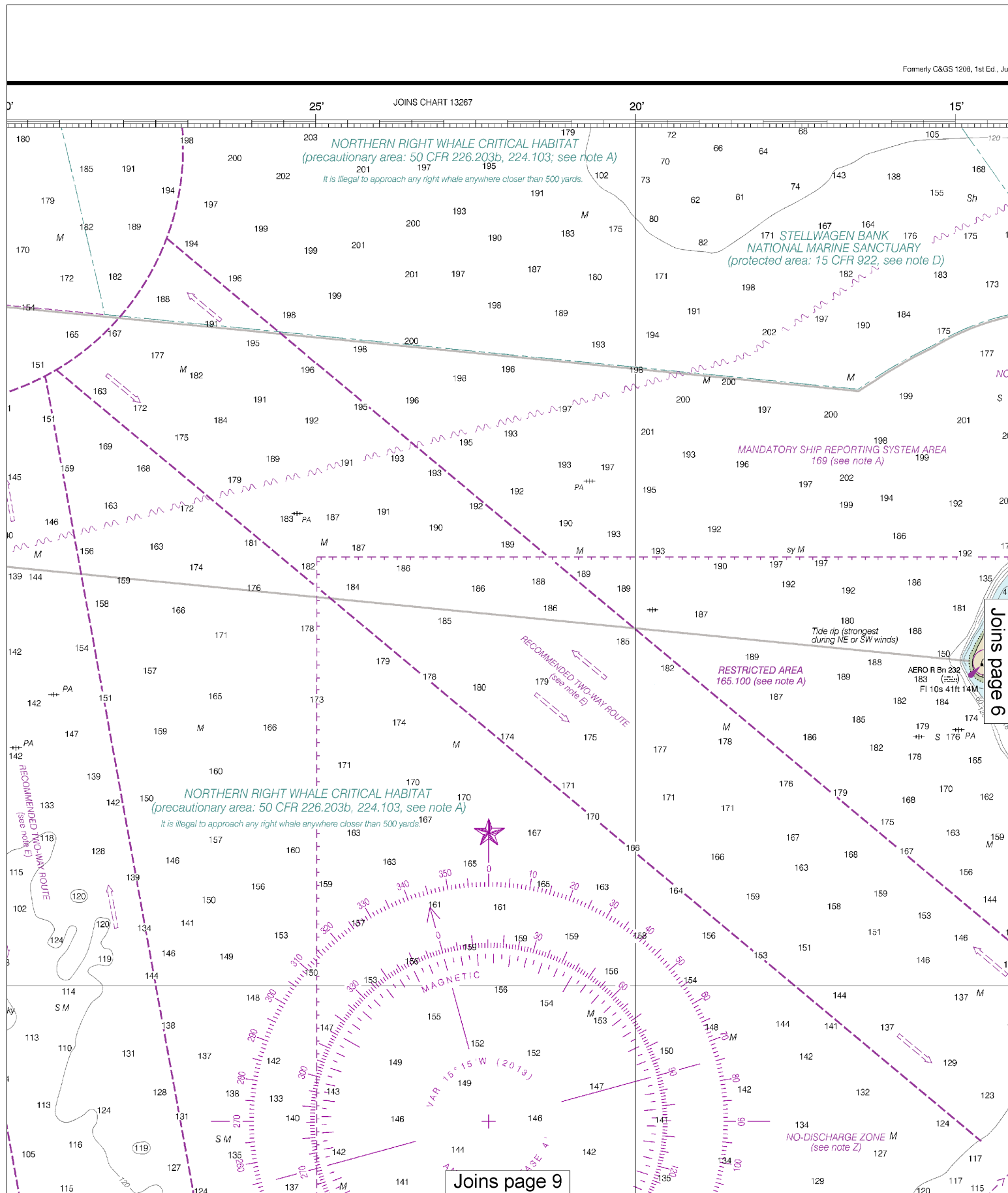
on navigable waters except Western Rivers



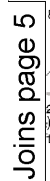
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

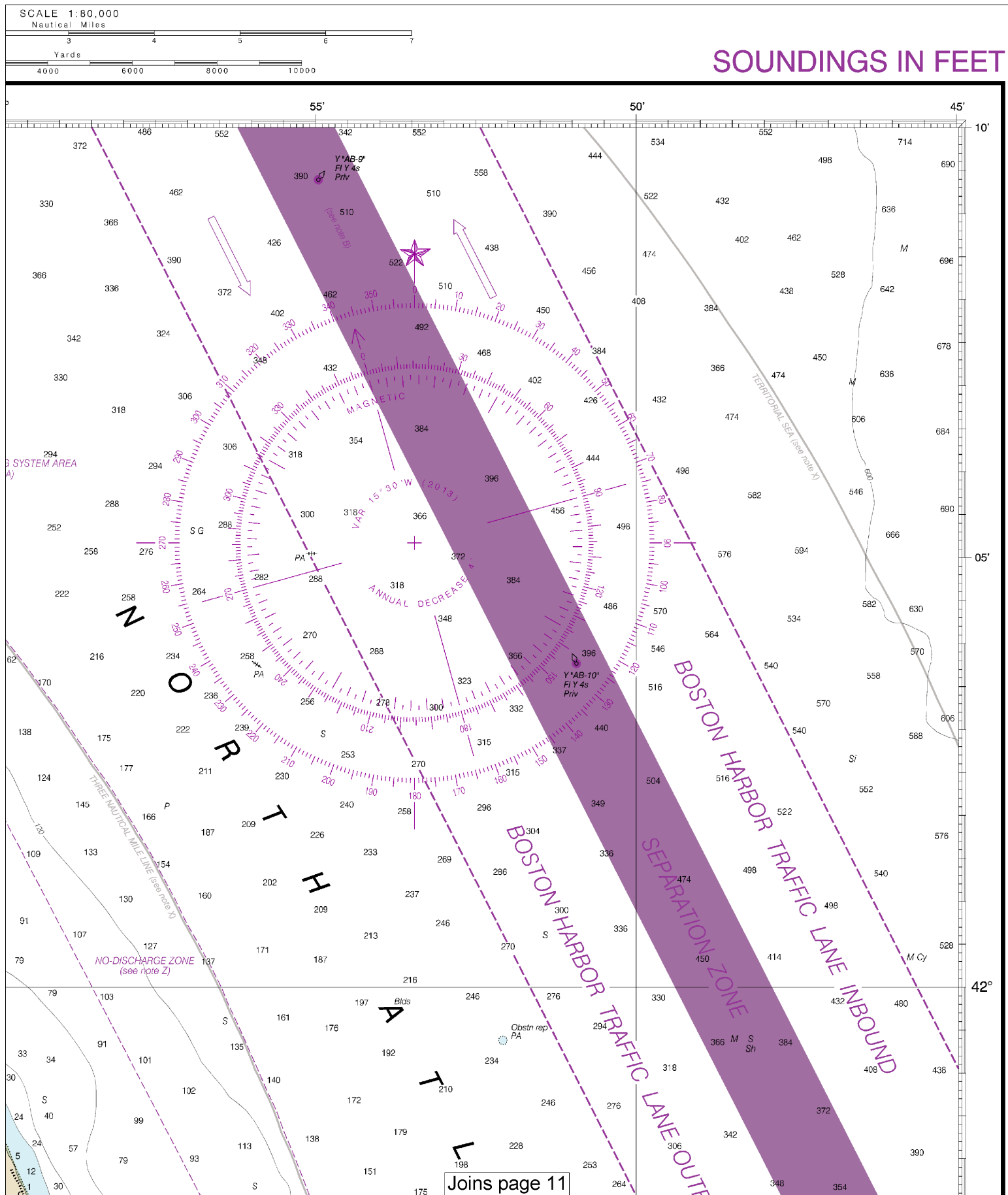
These volumes are available online at <http://www.navcen.uscg.gov>



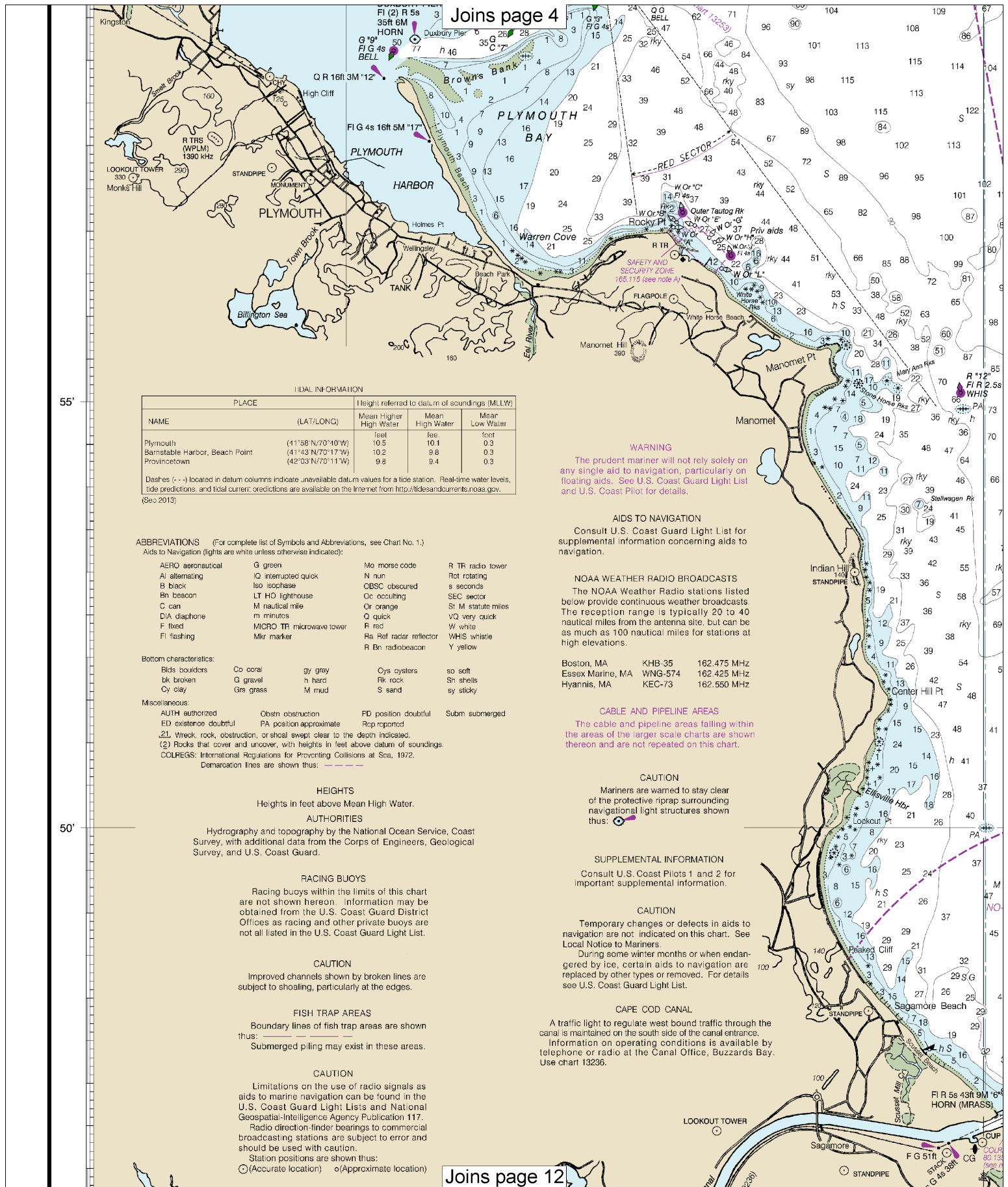


This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:106666. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.





Last Correction: 6/2/2016. Cleared through:  
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)



TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Plymouth	(41°58' N/70°10' W)	10.5	10.1	0.3
Barnstable Harbor, Beach Point	(41°43' N/70°17' W)	10.2	9.8	0.3
Provincetown	(42°03' N/70°11' W)	9.8	9.4	0.3

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Sec 2013)

- ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
- Aids to Navigation (lights are white unless otherwise indicated):
- AERO aeronautical
  - Al alternating
  - B black
  - Bn beacon
  - C can
  - DIA diaphone
  - F fixed
  - Fl flashing
  - G green
  - IQ interrupted quick
  - iso isophase
  - LT HO light-house
  - M nautical mile
  - m minutes
  - MICRO TR microwave tower
  - Mkr marker
  - No Morse code
  - N nun
  - OBSC obscured
  - Oc occulting
  - Or orange
  - Q quick
  - R red
  - Ra Ref radar reflector
  - R Bn radiobeacon
  - R TR radio tower
  - Rot rotating
  - s seconds
  - SEC sector
  - St M statute miles
  - VQ very quick
  - W white
  - WHIS whistle
  - Y yellow
- Bottom characteristics:
- Blds boulders
  - bk broken
  - Oy clay
  - Co coral
  - G gravel
  - Grs grass
  - gy gray
  - h hard
  - M mud
  - Cys oysters
  - Rk rock
  - S sand
  - so soft
  - Sh shells
  - sy sticky
- Miscellaneous:
- AUTH authorized
  - ED existence doubtful
  - Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
  - (2) Rocks that cover and uncover, with heights in feet above datum of soundings.
  - COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
  - Demarcation lines are shown thus: ---

- HEIGHTS
- Heights in feet above Mean High Water.
- AUTHORITIES
- Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.
- RACING BUOYS
- Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.
- CAUTION
- Improved channels shown by broken lines are subject to shoaling, particularly at the edges.
- FISH TRAP AREAS
- Boundary lines of fish trap areas are shown thus: ---
- Submerged piling may exist in these areas.
- CAUTION
- Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
- Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
- Station positions are shown thus:
- (Accurate location)
  - (Approximate location)

**WARNING**

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**AIDS TO NAVIGATION**

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**NOAA WEATHER RADIO BROADCASTS**

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Boston, MA	KHB-35	162.475 MHz
Essex Marine, MA	WNG-574	162.425 MHz
Hyannis, MA	KEC-73	162.550 MHz

**CABLE AND PIPELINE AREAS**

The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.

**CAUTION**

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: ○

**SUPPLEMENTAL INFORMATION**

Consult U.S. Coast Pilots 1 and 2 for important supplemental information.

**CAUTION**

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

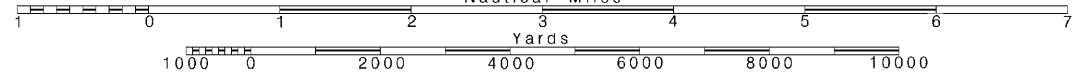
**CAPE COD CANAL**

A traffic light to regulate west bound traffic through the canal is maintained on the south side of the canal entrance. Information on operating conditions is available by telephone or radio at the Canal Office, Buzzards Bay. Use chart 13236.

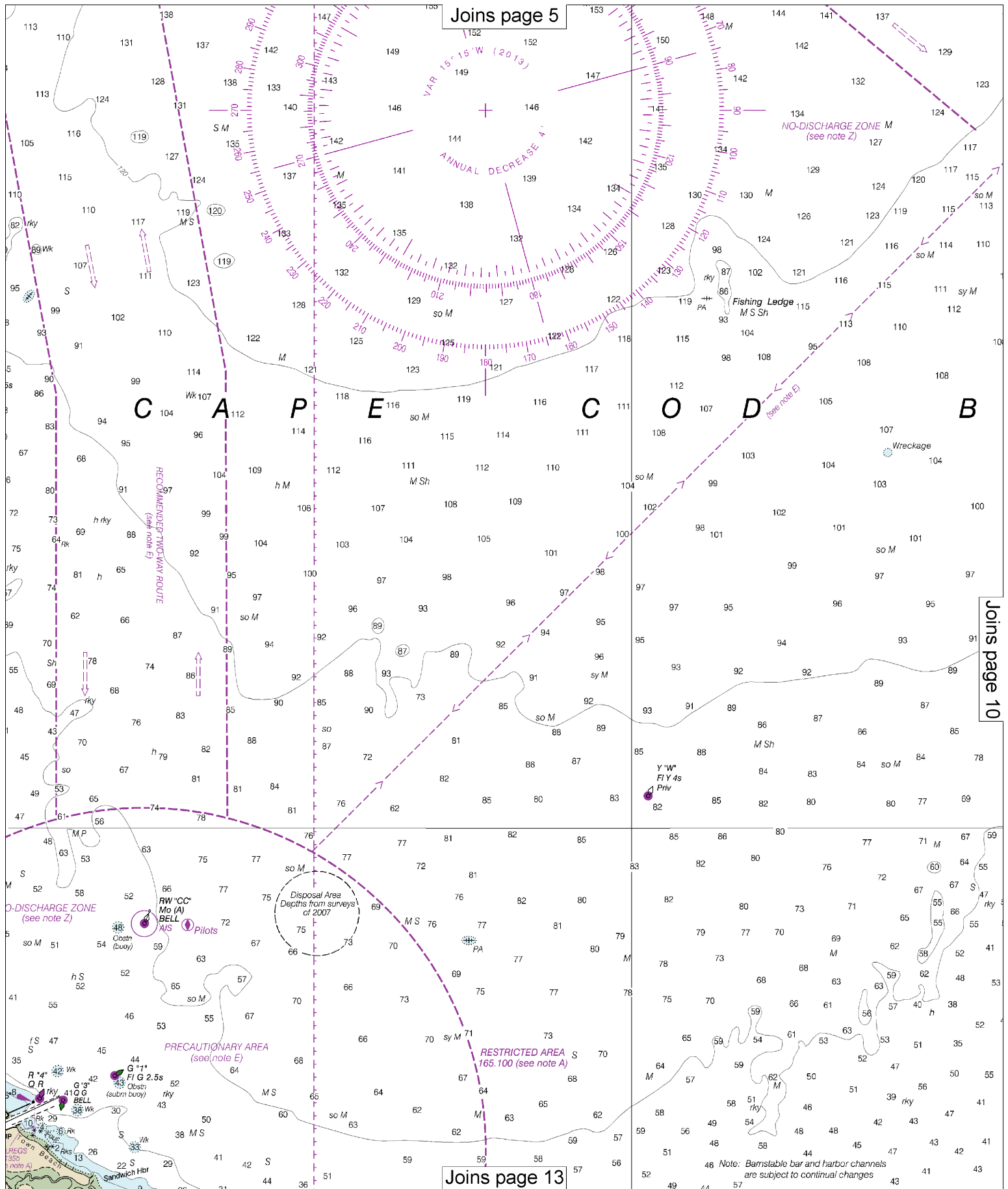
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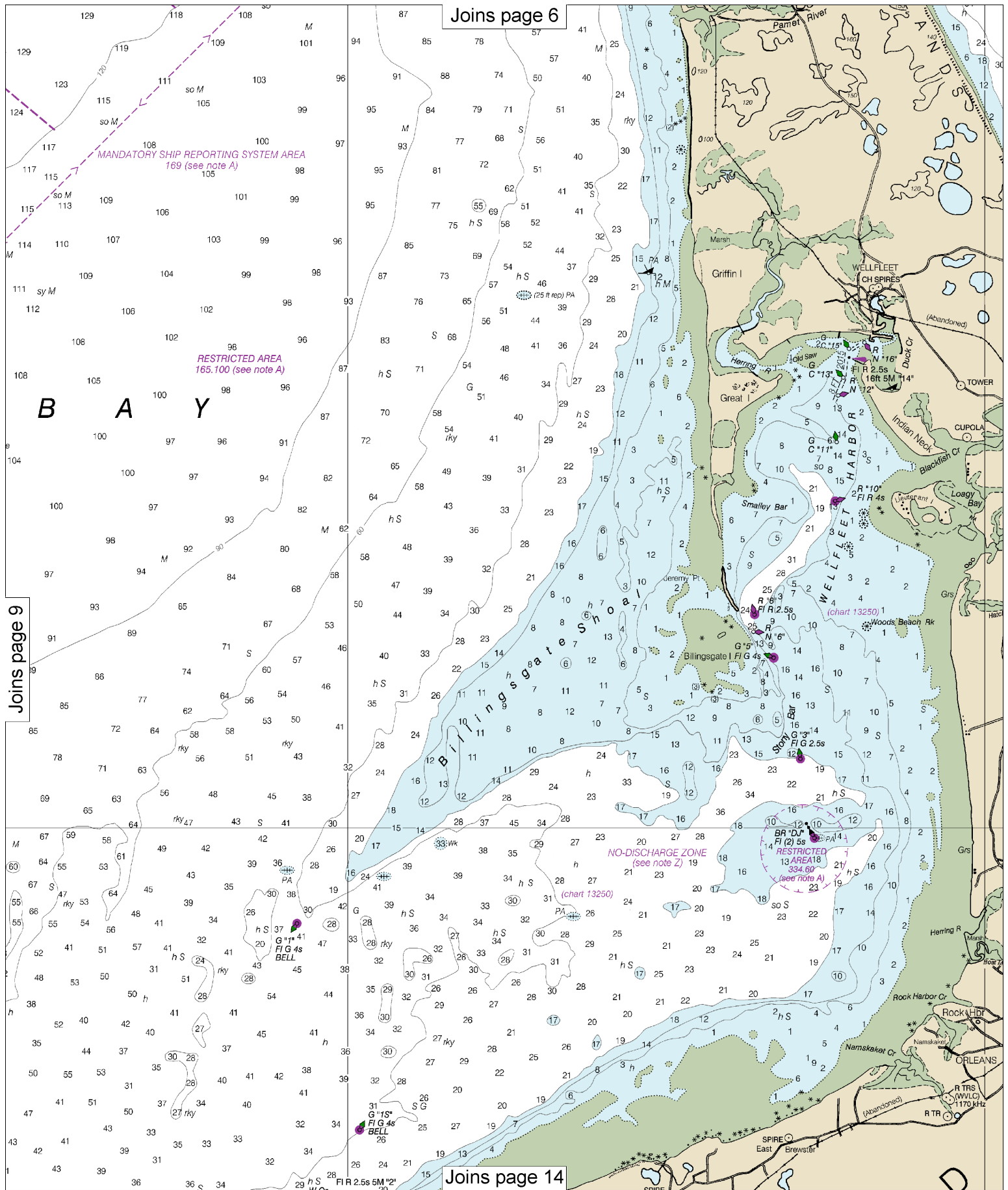
SCALE 1:80,000  
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.





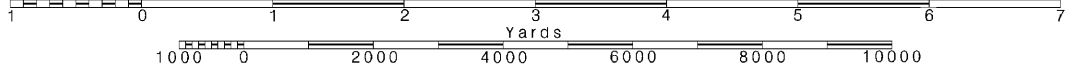
**10**

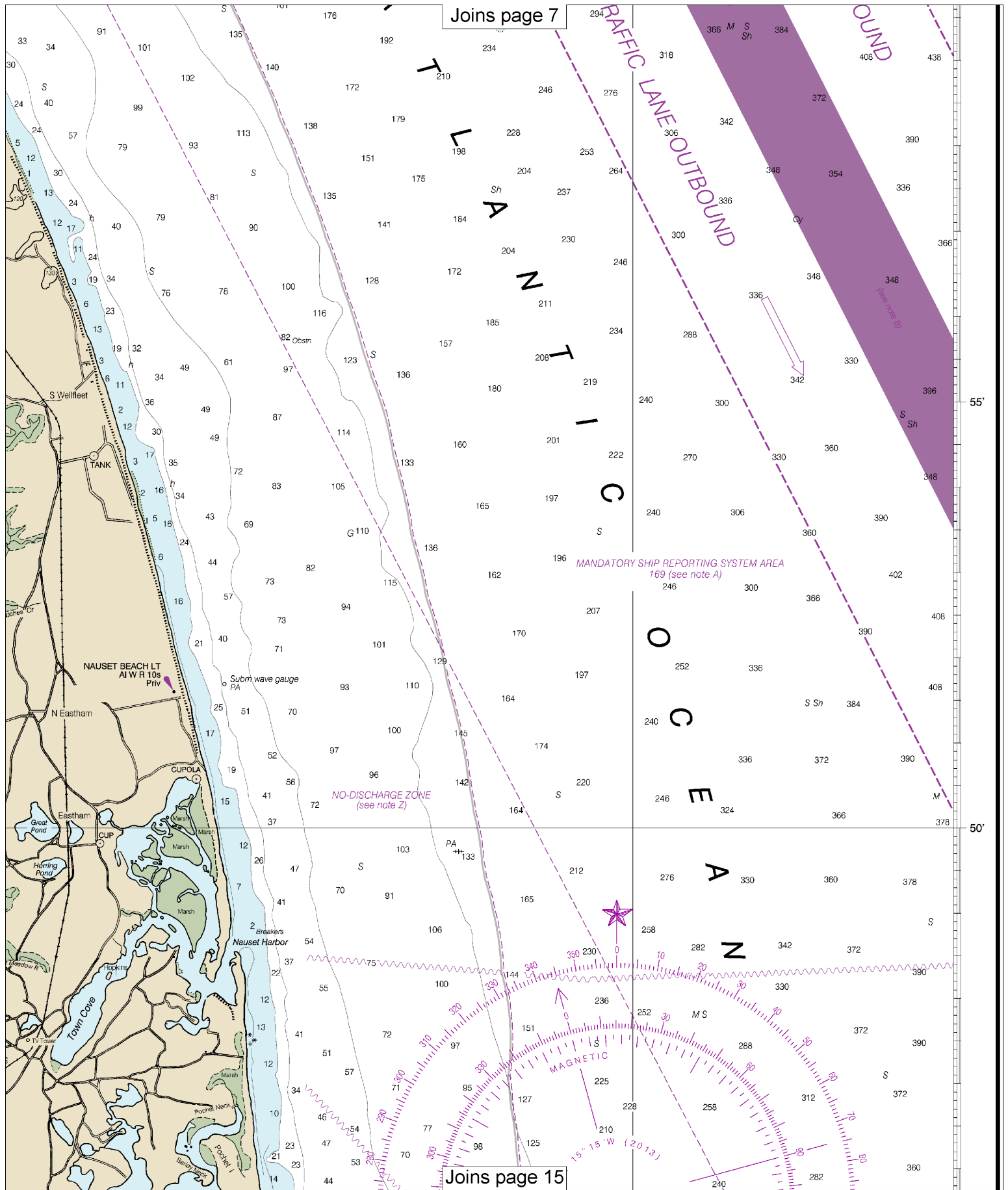
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.





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information on operating conditions is available by  
phone or radio at the Canal Office, Buzzards Bay  
chart 13236.

Station positions are shown thus:

⊙ (Accurate location)    ○ (Approximate location)

**MARINER ACTIVATED SOUND SIGNALS**  
Sound signals labeled with (MRASS) require user activation. See USCG Light List.



UNITED STATES -  
MASSACHUSETTS

CAPE CO

Mercator Proj  
Scale 1:80,000 at

North American Datum  
(World Geodetic System)SOUNDINGS  
AT MEAN LOWER L

Additional information can be obtained

SCALE 1:80  
Nautical Mi

NOTE B  
TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessel points involved. They have been designed to aid in the prevention of collisions at the approach and are not intended in any way to supersede or alter the applicable Rules of the Road. The separation zone is intended to separate inbound and outbound traffic to be free of ship traffic. The separation zone should be used for crossing purposes. When crossing traffic lanes and the separation zone, use extreme caution. See d

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

### CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## SOUNDINGS

40th Ed., Oct. / 13  
**13246**

Last Correction: 6/2/2016. Cleared through:  
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

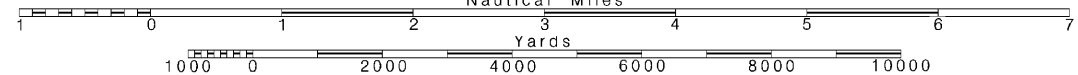
12

Note: Chart grid lines are aligned with true north.

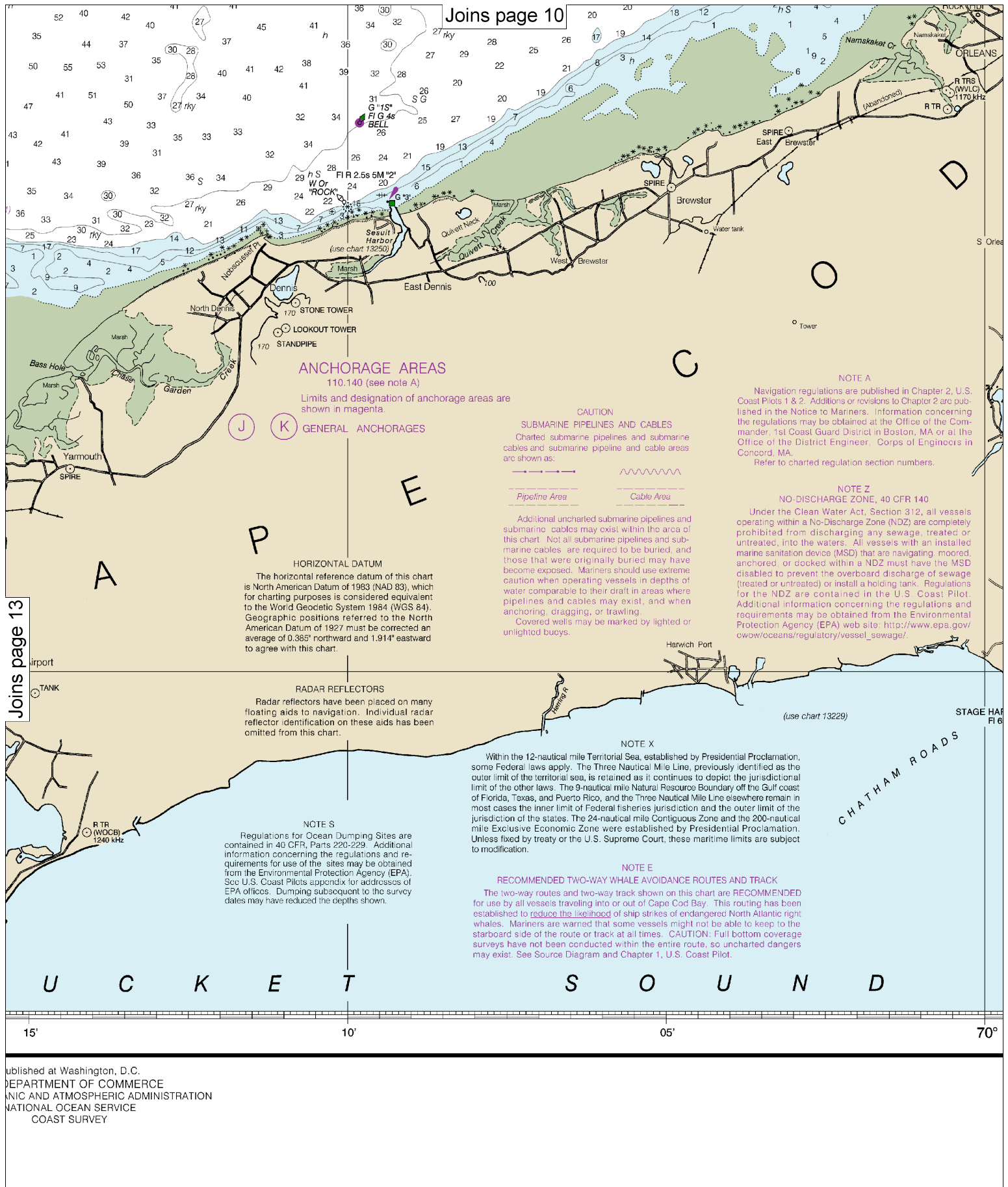
Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.





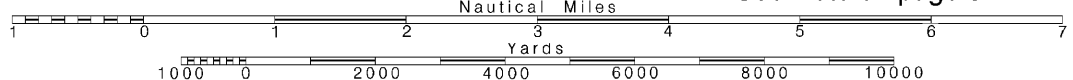


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.







## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

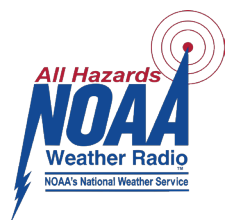
**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.